

## EXISTING CONDITIONS

### ***Haloa Drive at Ala Oli Street***

***Haloa Drive*** was the focus of the study. This is a 32-foot wide paved roadway with a 50-foot right-of-way. The intersection of Ala Oli Street and Haloa Drive experiences a good deal of cut-through traffic as motorists attempt to bypass the intersection of Salt Lake Boulevard and Bougainvillea Drive. This is also an area of high pedestrian traffic because of the community park, pool, and playground located mauka of the intersection. The primary goal at this intersection should slow or calm traffic to improve safety for pedestrians; particularly children. An added effect may be a reduction in volume as motorists find no savings in time by cutting through the neighborhood.

<b><u>Volume:</u></b>	<b><u>Not Available</u></b>
<b><u>Speed:</u></b>	<b><u>36 mph (85%)</u></b>
<b><u>Posted:</u></b>	<b><u>25 mph</u></b>
<b><u>Pavement width:</u></b>	<b><u>33 ft</u></b>
<b><u>Right -of-Way</u></b>	<b><u>(50 ft)</u></b>



### ***Haloa Drive at Kukila Street***

***Haloa Drive and Kukila Street*** is an overly wide intersection. This promotes speeding and ignores the stop signs, neglecting to come to a complete stop at the corner. This intersection is a major thoroughfare in the village and carries a fair amount of east-west traffic. A solution at this intersection would be to reduce the perceived size of the intersection, thereby encouraging a greater number of drivers to stop at this intersection.

<b><u>Volume:</u></b>	<b><u>Not Available</u></b>
<b><u>Speed:</u></b>	<b><u>37 mph (85%)</u></b>
<b><u>Posted:</u></b>	<b><u>25 mph</u></b>
<b><u>Pavement Width:</u></b>	<b><u>33 ft</u></b>



### ***Haloa Drive at Molehu Drive***

This intersection has many of the same problems as the Kukila Street and Haloa Drive intersections because motorists on Haloa Drive do not need to yield or stop many people speed through the intersection. A solution at this intersection would be to reduce the perceived size of the intersection, thereby encouraging a greater number of drivers to stop at this intersection.

<b><u>Volume:</u></b>	<b><u>Not Available</u></b>
<b><u>Speed:</u></b>	<b><u>37 mph (85%)</u></b>
<b><u>Posted:</u></b>	<b><u>25 mph</u></b>
<b><u>Pavement Width:</u></b>	<b><u>33 feet</u></b>



## EXISTING CONDITIONS

### ***Halupa Street and Haloa Drive***

*As traffic continues to speed down Haloa Drive, the intersection of Halupa Drive causes conflicts, since Halupa Street is fairly heavily traveled and the intersection is inhospitable to pedestrians. A solution at this intersection would improve crossing movements for pedestrians while slowing traffic on Haloa Drive and Halupa Street.*

**Volume:**

**Speed** **41 mph (85%)**

**Posted:** **25 mph**

**Pavement Width:** **33 feet**



### ***Piikea and Haloa Drive***

*Motorists traveling on Haloa Drive are finally required to stop at the intersection. Those traveling on Piikea Street may proceed through the intersection without stopping. The intersection is an unfavorably wide paved roadway, thereby encouraging motorists to speed through the neighborhood. Solutions at this intersection should reduce vehicle speeds while facilitating right turn movements of the city bus.*

**Volume:**

**Speed** **36 mph (85%)**

**Posted:** **25 mph**

**Pavement Width:** **33 feet**



### ***Haloa Drive and Bougainville Drive***

*Traffic travels at speeds of 45mph and above on Bougainville Drive, making it difficult for motorists to enter the neighborhood from Bougainville Drive. Haloa Drive is quite wide and allows motorists to avoid the light at Bougainville Drive/Salt Lake Boulevard. A long-term solution would be to close Bougainville Drive, simultaneously giving the community an entry feature to the neighborhood.*

**Volume:**

**Speed** **35 mph (85%)**

**Posted:** **25 mph**

**Pavement Width:** **33 feet**

